

# SENATE BILL REPORT

## SB 5335

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As Reported by Senate Committee On:  
Transportation, February 7, 2013

**Title:** An act relating to heavy haul corridors.

**Brief Description:** Modifying the boundaries of certain heavy haul corridors.

**Sponsors:** Senators Dammeier, Eide, King, Hobbs and Fain.

**Brief History:**

**Committee Activity:** Transportation: 2/05/13, 2/07/13 [DP].

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### SENATE COMMITTEE ON TRANSPORTATION

**Majority Report:** Do pass.

Signed by Senators Benton, Vice Co-Chair; Eide, Co-Chair; King, Co-Chair; Billig, Brown, Carrell, Ericksen, Fain, Budget Leadership Cabinet; Hobbs, Mullet, Schlicher, Sheldon and Smith.

**Staff:** Clint McCarthy (786-7319)

**Background:** State law allows the Washington State Department of Transportation (WSDOT) to enter into agreements with ports to designate short, heavy-haul industrial corridors on state highways within port district property. These corridors allow for the movement of overweight sealed containers used in international trade. WSDOT may issue special permits to vehicles on these corridors so long as certain weight limit requirements are met. Current law allows a 3.88 mile segment of State Route 509 to be designated as a heavy-haul corridor between milepost 0.25 in the vicinity of East D Street and ending at milepost 3.88. During the 2011-13 biennium, section 804 (5) of the supplemental transportation budget, ESHB 2190, temporarily extended the heavy haul corridor by 1.82 miles to milepost 5.7 in the vicinity of Norpoint Way Northeast through June 30, 2013.

**Summary of Bill:** The heavy-haul corridor on State Route 509 is permanently defined as beginning at milepost 0.25 in the vicinity of East D Street and ending at milepost 5.7 in the vicinity of Norpoint Way Northeast.

**Appropriation:** None.

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*This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.*

**Fiscal Note:** Available.

**Committee/Commission/Task Force Created:** No.

**Effective Date:** Ninety days after adjournment of session in which bill is passed.

**Staff Summary of Public Testimony:** PRO: The bill will reduce freight costs for affected industry near the Port of Tacoma. A longer heavy haul corridor will result in more containers going through the Port of Tacoma.

CON: Container trucks are dangerous and are often overweight. These types of vehicles are susceptible to tipping over and they are difficult to stop.

**Persons Testifying:** PRO: Louise Bray, Schnitzer Steel Industries.

CON: Majken Ryherd, Joint Council of Teamsters 28.